

Place & Time when there

Best Directions for sailing in and out of Ports and Marks for avoiding Danger

Marks for Anchoring

Provisions and Refreshments

Fortifications and Landing places.

Trade and Shipping

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Coming round the NE end of Madeira and with the Trade wind it is necessary to observe as at Funchal soon as you open Funchal Road, show the wind from 3 to 6 haul in to the East part of the Road, but keep in the Stream of the Trade wind until you are near the West point of the Road, then haul in and fetch the Anchoring berth with the West wind; for if you haul in for the East part of the Road you generally loose the Trade wind and get Baffled, so that you cannot fetch the Anchoring Berth

Loe Rock from N 30 to N 30 W from 20 to 50 fms the West part of the Road has the shallowest water and distance from 1/2 to 1 mile.

The Road appears to be well fortified against any Attack from Shipping, there being a line of Batterys from the Loe Rock (which is also fortified) to the East part of the Road. There is a square Fort to the North, which appears to be well built and strong.

456 The Principal Trade is with the English who consume the greatest part of the Wine, which the Island produces

At Santa Cruz to the South of the Mole, the bottom is said to be Rocky, M 1/2 W just a line with the Mole head, and distance off Shore about half a mile. Our Anchors would have been better placed at a babies distance near the Shore.

This is an open Road on the East side of the Island, and about 3 or 4 miles from the NE point. The best Anchoring is from abreast the NE Fort to the South, until abreast of the Mole head; to the South of the Mole, the bottom is said to be Rocky, M 1/2 W just a line with the Mole head, and distance off Shore about half a mile. Our Anchors would have been better placed at a babies distance near the Shore.

The best Mole head and at a Moderate price sometimes Hogs, Goats & Cows may be had at a reasonable price.

There is an indifferent Wall running the Roadstead and extending from the East Fort to the Castle, on this Wall are a few Guns at 2 small Angles, the East Fort appears to be built for no other purpose but to Command the Anchorage and the Castle can be of little use in defending the Anchorage; there are a few Guns on the Mole head, there is also a small Fort or Redoubt about Miles to the Westward of the Town and near the Road to Laguana; it appears to have been built in the late War.

The Trade is with the Old Spanish West Indies, Grand Canaria &c. The Principal Trading town is Port Anatarea of the Island.

At Port Royal Kingston Jamaica from 11 July to 7 Dec 1789.

The Harbours of Kingston and Port Royal have been surveyed by Lieutenant Vancouver and M<sup>r</sup> Whidbey. Master of this Majestys Ship Europa; which Survey appears to be very

by Lieutenant Vancouver and M<sup>r</sup> Whidbey. Master of this





Place & Time when there	Best Directions for sailing in & out of Ports and Marks to avoid Danger.	Marks for Anchoring	Provisions and Refreshments	Fortifications Landing places.	Trade Shipping
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Cape Francois is about 9 or 10 Leagues to the SE of the East end of Portudas. the Cape is high & forms the West side of the Harbour. the extremity of the Cape is called point Picolett. To Sail into the Harbour bring point Picolett to bear N.W. & you'll see a remarkable Mountain bearing S.W. called Bishop's Cap. from its appearance in 3 points bring the East point of this Mountain, in a line with a remarkable Hill or Cape Willock that lays by the Waterside in the Harbour and has a house on the Top bearing S.W. Steer in this direction which will lead you to the Westward of the outer Reef called La Coque Viella, which generally breaks and has a Buoy with a white Flag on it. Continue in this direction leaving the Buoy about 30 Yards on the Starboard hand until you open a small Rock that stands detached from Picolett point, with the said point, then haul to S.W. to go between La Coque Viella and Grand Mouton bank, keeping the Rock just open of the Picolett point, until you are abreast of the East end of the Grand Mouton, which has a Red Flag standing on it, and often breaks then bear away to the S.W. or S.W. leaving the Red flag about 2/3 of a Cable on the Starboard hand, and leaving the Petit Mouton which always breaks and the Trompeuse Shoal which has a white flag on it on the Larboard hand, and anchor among the Shipping at pleasure in 8 or 9 fms. soft bottom. The Channel between the Grand Mouton and Petit Mouton &c is about 1/2 of a Mile wide.

Bishop's Cap  
the Hill or  
Cape Willock  
Flag on Trompeuse  
Shoal bearing  
a Red Flag  
in this direction  
which will lead  
you to the Westward  
of the outer Reef  
called La Coque  
Viella, which  
generally breaks  
and has a Buoy  
with a white  
Flag on it.

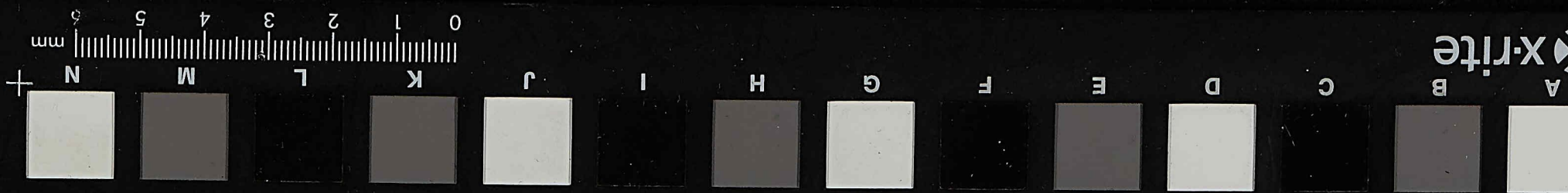
Provisions  
and  
Refreshments

Provisions  
may  
be purchased,  
the Fish is  
Scarce  
Vegetable  
and  
Fruit are  
very  
plenty &  
cheap.

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The Entrance of this Harbour is guarded by 3 Ports or Batteries, the first stands on the extremity of Picolett point & the other two at the distance of about two hundred Yards from each other towards the Town and near the Waterside. These Ports must render it very hazardous for Shipping to enter the Harbour by force, as the Ports would rake them in two Directions; first in the Direction of entering the Harbour between La Coque Viella and the Picolett point, and next when they haul to the S.W. to clear the Grand Mouton Shoal. There are some Guns about 12 in the Arsenal (in Barbett) which would do much mischief to Ships after they had entered the Harbour, and about 100 Yards to the Sward of the Arsenal (and in the Town) is a Wall with about 20 Embreures but no Guns, this Wall and the Arsenal commands the Anchorage; there are also some Embreures on a small bank or Island that lays on the East side of the Harbour. The Landing of Troops at this place must be extremely hazardous, but Judge Troops may be landed to the Eastward of the Harbour.

There were  
about 150 or  
200 Sail of  
Muskets  
different  
Patrons, but  
mostly French  
Americans





Place Time  
when these  
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Best Directions for Sailing in & out of  
Ports and Marks to avoid Danger

Marks  
for Anchoring

Provisions  
Refreshments

Fortifications  
Landing places.

Trade  
and  
Shipping  
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Amsterdam  
Harbour, in  
the Island  
of Linga  
from 22 to 23  
January 1790.  
By the  
Lunar Observations  
taken on the  
21<sup>st</sup> & 22<sup>nd</sup> January  
at the Port  
onboard the  
Ship. Make  
the Longitude  
of the Port  
68. 38. 36 Min.  
Latitude  
12. 00. North

This Harbour is very narrow and has a  
sunken Rock on the East side of its entrance with  
8 feet water on it, on which is placed a Red buoy.  
To sail into the Harbour, you must steer for the  
Buoy, and leave it about 15 or 20 Yards on the  
Starboard hand, then haul in to the entrance  
keeping Mid Channel and when you are between  
the two points, draw up your Sails and shoot the  
Ship as far as you can at please, and carry a  
Mainsail on Starboard to the East side to stop the Ship.  
It is not necessary for large Ships to let go an  
Anchor, except to prevent her running on board any  
Vessel that may lay in the Way, for before she  
can bring up with a 1/4 of a cable her Stern will  
be aground on the West side, in which case she  
will receive no damage, as the Water is very still  
and the Bank very steep.

The best method for large Ships, is to  
send a Boat into the Harbour with a Mainsail  
before the Ship, in order to give notice to any  
Vessel that may lay in the Way, after which,  
the Boat can make a signal to the Ship to come  
in, when the Boat will make fast her Mainsail  
on Shore, and be ready to carry the other end on  
board the Ship to stop her. The Harbour Master  
and some Merchant Ships, had provided Mainsails  
at the Entrance of the Harbour to assist us, but we  
shot past them and got our own Mainsail on Shore.

This Harbour continues narrow from  
its entrance to the North about 1/2 a Mile, then  
opens to the East and West and forms a spacious  
Harbour with 12 and 14 fms water in it, and is  
capable of holding from 3 to 400 Ships of War.  
Its situation is very healthy and pleasant, the  
trade wind blowing almost constant, and the  
land being but of a moderate height, the heat of  
the Sun is very little increased by its reflection from  
the Land.

We moored about  
40 Yards above the  
of the Harbour we  
saw a Lagoon  
Lake with our  
Cable and 2 Mainsails  
on fore ahead, &  
Kedge with a  
allow to steady  
Ships.

may be  
but  
we  
and at  
it is  
from  
at 3 1/2 fms  
Ships, Bows,  
Vegetables and  
fruit are plenty.  
from  
side of  
part of  
which  
to  
the Boat  
them  
Rockets.  
to we  
but  
it  
little  
sh.

We purchased  
at 3 1/2 fms  
Ships, Bows,  
Vegetables and  
fruit are plenty.

There is a Battery of about 11  
Guns close to the Waterside on the East side  
of the Entrance of the Harbour and about  
10 feet high above the Surface of the  
Sea. This Battery is joined to the  
Principal Fortification which is a  
regular built Fort, the Strength of this  
Fort is considerably reduced by the houses  
of the Town standing close to it on the  
North and East sides, the entrance  
of the Harbour being not more than 100  
or 120 fms over. There is a Chain  
ready to be placed athwart it, which  
should prevent Ships from entering the  
Harbour by force; for the smallest  
obstruction from a Chain or Boom  
would set a Ship on shore.

This place may be easily  
taken, by getting Possession of a height  
on the West side of the Harbour, on  
which stands the Tiscalls house; for  
this height commands the Harbour  
and Town. There are about 250  
in the Garrison.

The principal  
Trade has been  
from Holland  
with the Spaniards  
Americans and  
West India etc.  
which is now  
declining -  
The produce of  
this Island is  
not of the least  
consequence in  
Trade, as they  
only raise suffi-  
cient Stock etc  
for their own  
consumption.





Place	Port	Directions for sailing	Marks	Wooding	Provisions	Tortifications	Trade
Time	in	out of	Ports & Marks for Anchoring	Water	Refresh.	landing places	Shipping
where	avoiding	Danger					

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Anuba Bay, on the West side of the Island of Anuba, Jan 23 to 25 January 1790.

This is a large Bay at the West end of the Is. is about 2 Miles across from the North to the S. points of the Bay - To sail in coming from the South; give the South point a berth of near a Mile, and be careful not to come within the White water, which shows itself all round the Bay, and denotes a Bank of Sand and Coal, with from 4 1/2 to 3 1/2 fms on it - You may sail or Anchor just without the Bank in 7, or 8 fms Water sandy bottom, and smooth Water with the Trade wind.

By the mean of 7 Sets of Lunar observations taken on board of Centurion near the Centre of the Bay on the 21. Jan. 1790. made the Longitude of the Ship 65. 34 West & Latitude 12. 35. 30 N.

We had no opportunity of being well informed in respect to Wood & Water, but from the appearance we judge they are both Scarce, particularly Water.

Sheep are plenty & may be caught with the Gun - We saw no Fowls - No Tortifications within our View. good landing places in most parts of the Bay, with the Trade wind blowing.

Anuba Bay

W. B. Stray

In Lead Master

